

Peter's
Nestle's
Kohler's

Prize Competition.

SEE THIS PAGE.

No. 15,588.

號七十四年三十一百九千一英

HONGKONG, THURSDAY, APRIL 17, 1913

中華民國二年四月十七日

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Hongkong, January 3, 1913.

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JERYLL AND BYDE IN REAL LIFE.

ROMANCE OF DUAL PERSONALITIES.

Remarkable cases of dual personality equal in interest to that of Jekyll and Hyde though lacking the horror of Stevenson's vivid story, were described at a meeting of the British Psychological Society.

Mr. John Naylor, the president, in the course of a paper, referred to the case of William Sharp, the essayist and poet, who, in his youth, ran away with some gipsies and lived almost away from civilization. On returning to social life he took up literature and wanted to be a poet. He had a great love of beauty and of nature, and he felt he had ideals and aspirations which he could not voice as William Sharp. In 1894 his dual personality came into existence. He would sit down, take upon himself a feminine tone, and write books as "Fiona Macleod." He used to say he could write out of his heart in a way he could not do as William Sharp. "Fiona" was always spoken of as a separate person, and he even wrote letters to her. There was a real difference in the literary style, and even in the handwriting.

Another case was that of a Miss Beauchamp, who had what Mr. Naylor described as a multiple personality. It was recorded of her that she could change her personality hour by hour. In one of her characters she was described as a saint, very prim and rigidly conscientious, quite incapable of dishonesty. In another character she relaxed somewhat, and in the third personality she was known as "Sally," chiding because of her mischievous, troublesome, and noisy behavior.

Miss Beauchamp, like most ladies, disliked spiders intensely, but it was astonishing to find that her third personality, "Sally," loved them and collected them in her trinket box. Often she would scream at discovering the very spider she had so carefully placed in the trinket box herself. "Sally" would write letters to people to whom Miss Beauchamp would not speak. In this way she found herself in for appointments with persons she would not think of meeting as Miss Beauchamp.

It was easy to see which character was in possession by the way she walked, by the clothes she wore, and by the manner in which she shook hands.

Again there was the case of the Rev. Ansell Baughan, who woke up one day to find himself living under the name of Brown a long way from his home. He had wandered there and had been living there for two months keeping a shop.

BUSINESS NOTICES.

PRIZE COMPETITION No. 2.

PETER'S AND NESTLE'S go hand in hand. They're found on sale in every Land. In the land of Lotus Eaters, The sweet they ate Was surely PETER'S (MILK CHOCOLATE). Keep on rhyming, make no mistake, Lots of words will rhyme with PETER'S. Not so words to rhyme with NESTLE. To find a match you have to tread. As in rhyme, so in sweet, Hard to match and can't be beat.

NESTLE'S MILK CHOCOLATE.

CONDITIONS.

We are fond of 'poetry,' as you may judge from above, and if you will send in your efforts you may win a prize consisting of Chocolate. It depends on our estimation of your attempts.

If you like you may send in your attempts under a nom de plume, which, if a winner, will be published in the Local Papers. Your name will be treated confidentially by us.

Post your efforts to Messrs PETER'S AND NESTLE, P.O. Box 351, Hongkong. It costs you nothing to try, and we will give a ROLLED GOLD WRIST WATCH for what we consider the best attempt sent in by 30th April, 1913. Make your verses topical and descriptive if possible, and accompany each attempt with a Peter's, Nestle's or Kohler's Wrapper.

Verses may be rendered in any language. Imitation being the sincerest form of flattery, we reserve the right to make future use of the verses without disclosing the perpetrators' names. No Hongkong Store dealing in Confectionery is so behind the times as not to stock PETER'S, NESTLE'S AND KOHLER'S.

ROURNVILLE COCOA



The Cocoa with the most delicious flavour.

Made by
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VICTORIA RECREATION CLUB.

SIXTEENTH ATHLETIC MEETING.

THE COMMITTEE of the Victoria Recreation Club request the pleasure of the Company of the Ladies of Hongkong on SATURDAY, the 19th April, at 1 p.m., on the Hongkong Football Club Ground, (kindly placed at the disposal of the Committee) at Happy Valley.

Admission to the Ground, Stand and Enclosure (Gentlemen) \$1.00.

Members of the Hongkong Football Club, on presenting Membership Ticket—Free.

No person other than Officials and Competitors allowed within the Course.

By kind permission of the Lt.-Colonel and Officers 25th Rajputa, the Band of the Regiment will play during the afternoon.

F. LAMBERT,
Hon. Secretary.

Hongkong, April 16, 1913.

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NOTICE.

MESSRS GANDE, PRICE & Co., Ltd., will REMOVE from their premises, 12, Queen's Road Central to No. 6, QUEEN'S ROAD CENTRAL (lastly occupied by the French Store) on 1st March next.

GANDE, PRICE & CO., LTD.,
Wine Merchants,
12, Queen's Road Central, Hongkong.
Hongkong, February 23, 1913.

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CHEN KWONG & CO., LD

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LARGE WHOLESALE & RETAIL STORE.

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Iron-mongery, Wine and Spirits.

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The Cheapest and Best place in Canton & Hongkong to buy Chinese and Foreign Goods.

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THE FIRST GYMKHANA MEETING.

of the Season will be held at HAPPY VALLEY on SATURDAY, the 19th April, 1913, commencing at 3.30 p.m.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

REGINALD F. C. MASTER,
Hon. Secy. & Treasurer.

Hongkong, April 16, 1913.

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PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. Every 15 minutes.

8.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.10 p.m. Every 10 minutes.

WEEK END.

8.00 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.00 a.m. to 12.00 p.m. Every 15 minutes.

12.00 p.m. to 1.00 p.m. Every 15 minutes.

1.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.10 p.m. Every 10 minutes.

WEEK END CARS run on Week Days.

NATURALLY.

Extra Cars at 12 m. daylight.

SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, 2nd Floor, 1st Floor Central.

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General Managers.

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SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS. WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for general construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

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Pumps empty Dock in 2 1/2 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

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MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

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IODISED SARSAPARILLA

helps the system and aids nature. \$1.50 per bottle.

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OUR BREAD

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TIFFINS, DINNERS & REFRESHMENTS THE FIF.

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Hongkong, April 7, 1913

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ADJACENT TO THE TRAMWAY TERMINUS, 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-east Winds in Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Terms—From \$5 per day. Telephone Add. "Peak." Town Office, 4, Des Voeux Road.

GRAND HOTEL.

NOTED FOR THE BEST FOOD, REFRESHMENTS, ACCOMMODATION AND CLEANLINESS.

COURTESY UNDER MRS. J. H. TAGGART'S SUPERVISION.

ELECTRIC LIGHT & WARM WATER.

J. H. TAGGART, Proprietor.

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(LATE CONNAUGHT HOTEL).

QUEEN'S ROAD CENTRAL.

CENTRALLY SITUATED, 10-15 minutes' walk from the Victoria Harbour, and under the supervision of the celebrated J. H. TAGGART.

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OF SILKS, DRAPERIES AND GOODS OF ALL VARIETIES AT

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AN EARLY CALL INVITED.]

Hongkong, April 11, 1913.

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HIGH-CLASS GENTS' TAILORS AND OUTFITTERS.

TROPICAL SUITINGS - from \$28.00.

REAL PANAMA HATS - from \$7.50 to \$80.00.

Christy's Straw Hats and Tress's Sun Hats.

ALSO JUST UNPACKED

A NEW SELECTION OF TRIEST CO. AMERICAN STYLE STRAW HATS.

Hongkong, April 4, 1913.

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WEISMANN'S

BEST GROUND COFFEE

Always Fresh.

75 cents per 1 lb. tin.

40 cents per 1/2 lb. tin.

Hongkong, July 30, 1910.

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Panama & what it means, J. Foster. 2.75.

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The Ancient History of the Near East, H. R. Hall. 12.00.

The Truth about Carlyle, D. A. Wilson. 1.20.

Problems of Life and Reproduction, Marcus Huxley. 6.00.

Character in the Making, Abel Jones. 1.60.

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Nelson's Encyclopedia Year Book, 1913-1914. 3.00.

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Nelson's Encyclopedia Year Book, 1913-1914. 3.00.

French. Le Duc de Lorraine, Leon de Tassigny. \$2.00.

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COLONIAL FICTION.

\$1.75 each, 3 for \$5.00.

The Making of Lydia, Mrs Humphrey Ward.

The Strolling Saint, Eustace Sabatini.

Olivia in India, O. Douglas.

The Two Carnations, Marjorie Bowen.

The Fool in Christ, Gerhardt Hauptmann.

Sir Ram, Indian Revolutionist, A Transcript from Life.

Expatriation, E. P. Oppenheim.

The Debt Account, Oliver Onions.

Swift, Nick of the York Road, George Edger.

An Affair of State, J. O. Smith.

The Destiny of Claude, May Wynne.

Red Gold, Norman Way.

Western Men and Eastern Manners, W. E. Williams.

Where are you going to, Elizabeth Robins.

The Lord's Fire, O. N. and A. M. Williams.

TECHNOLOGY.

Cassell's Reinforced Concrete, Bernard E. Jones. \$12.00.

A Treatise on Cement Specifications, Thomas Colquhoun. 4.50.

Bells, Indicators, Telephone, Fire and Burglar Alarms, Radford and Savin. 1.50.

Building Construction, Vol. 2, Markham, Hatchell & Simpson. 3.00.

Elementary Mechanics, Goodall. 2.50.



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PURE Manila ROPE

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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1913.

SCOTTISH LETTER.

(From Our Own Correspondent.)

FEDERATION, March 18.

DAVID LIVINGSTONE.

Born, March 19, 1813. Died, May 1, 1873.

"Open the Abbey doors and bear him in. To sleep with kings and statesmen, chief and sage. The missionary-come of weaver kin. But great by work that brooks no lower wage."

He needs no epitaph to guard a name. Which men shall prize while worthy work is known. He lived and died for good—be that his fame.

Let marble crumble—this is Living Stone.—Punch, 1874.

"I never met a man who fulfilled more completely my idea of a perfect Christian gentleman."—Sir Bartle Frere.

"Dr. Livingstone was by far the greatest of African explorers, judged not only by his actual achievements, but by his character, disposition, and mental capacity."—Sir Harry Johnston.

"Britain exulted herself when she produced the strong and perseverant Scotsman, Livingstone."—Sir H. M. Stanley.

Of late years, we have had almost enough centenary celebrations. But Scotland would have been unforgotten if it had neglected to honour the hundredth anniversary of the birth of Dr. David Livingstone. The celebrations began on Saturday in his native village, Blantyre; it was followed by a "Livingstone Sunday," when congregations of every denomination and creed listened to sermons about the great missionary-explorer; and now we are in the middle of a "Livingstone Week," each day of which has its gathering, ceremonial, or demonstration. At Blantyre, a statue of the "very great Doctor" erected in a niche in the memorial church that bears his name, was unveiled by his daughter, Mrs. Livingstone Wilson.

THE SON OF THE PHYSICIAN.

A thousand and one articles and biographies have appeared in a thousand and one newspapers and magazines; but there is one fact in regard to Dr. Livingstone which has been far too slightly recognized. His West Highland race and character. "If we are to understand the spirit of this man," writes the Rev. Norman Maclean in a striking appreciation, "it is not to the tombstone at Blantyre, where the room of the factories has for its undertone the song of the Clyde, but to the lonely island of Ulva, where the Atlantic waves beat on lonely shores, that we must turn our steps. David Livingstone's great-grandfather was out in the '45, and died at Culloden for Prince Charles; the spirit of adventure and romance was in his blood. But Culloden killed the ancient loyalties. In the new days chiefs disappeared. Macquarrie of Ulva, who entertained Johnson and Boswell in his 'men' mansion, where the sage's feet stood in the 'mire' when he was unwinding, had to sell the island. Instead of the beautiful patriarchal life and the affection of the clan for their chief, there came the landlord. Then the exodus of the people began, and many of the Livingstones crossed the Atlantic. But one of them, David Livingstone's grandfather, came to Glasgow and settled at Blantyre. It was from the old loyalty and affection of the islanders of Ulva for their chief that Livingstone derived the spirit of sympathy and understanding of the relations of African chiefs to their tribes; it was from the spirit of the wild changes wherewith the Celt won his battles that there came to him the daring and swift resoluteness which carried him over deserts and swamps, where cold calculation would have whispered Retreat. In Gaelic, his name is Macneil—son of the physician. There was a famous family of doctors in Mull, Bethune by name, and probably the Livingstones are descended from them."

In his address to the Royal Geographical Society, Sir Harry Johnston also touched upon the question of Dr. Livingstone's probable ancestry. He pointed out that in appearance Livingstone showed clearly that the predominant strain was what was called Iberian for want of a more definite term. In other words, he was of that very old racial strain still existing in Western Scotland, Western Ireland, Wales, and Cornwall, which apparently had some kinship in origin with the peoples of the Mediterranean, and especially those of Wales and Portugal. Indeed, according to such descriptions of him as were available, and such portraits as illustrated his appearance, he was not unlike a Spaniard, especially in youth and early middle age. His height scarcely reached to 5 ft. 7 in., his hair and moustache, until they were whitened with premature old age, were black, his eyes hazel, his complexion much tanned by the African sun, but at all times inclining to sallow.

EXPLOSION AT ARDER.

The dynamite factory of Messrs. Nobel Explosives Company, at Arder, Stevenson, Ayrshire, the largest of its kind in the world, has been the scene of a disastrous explosion, seven lives being lost and several persons injured. The effects were felt to an extraordinary distance. The neighbouring town of Irvine was shaken as by an earthquake; wreckage was found three miles away; and the detonation was heard at several places on the East Coast of Scotland. The wonder is that more explosions do not occur at Arder. The workers live in ever-present danger; it has been said that "for six hours a day, and for two days in succession, their lives depend from moment to moment upon the thermometer." But since the works were opened by Mr.

Nobel, the inventor of dynamite, in 1871, up to and including the present calamity, the number of lives lost as a result of explosions has been only 31. In ratio to the number of persons employed, this death-rate is lower than that in most classes of factories and other industrial concerns in the country. As a former general manager put it, "accidents with dynamite do not occur here, but elsewhere in the hands of users." And there is the authentic case of the coal-miner, who on mentioning that he was leaving for Nobel's, refused the sympathy and dismissed the protests of his friends with the remark that he "had found a safer job than coal-mining." That the sacrifice of life was not greater on the present occasion, considering the terrific nature of the explosion, is to be attributed to the manner in which the works are regulated and arranged. In what are known as the "danger" departments, for instance, the men wear red flannel pocketless uniforms, while the female workers, whose duties are concerned with cartridge-making, wear dresses of blue serge. And other departments have also distinguishing uniforms. The element of risk is also sought to be reduced by scattering the buildings over a wide area, so that if an explosion occurs it shall be as far as possible localised. The works at Arder cover many hundreds of acres of the sandy tract between Irvine and Stevenson, while the isolated buildings—properly described as huts—are, as a further precautionary measure, ramparted amid the sandy wastes. From this system of dispersion it follows that no great proportion of the 3,000 men and girls employed is at any times exposed to the effects of an explosion.

OFFICERS FOR THE NAVY.

Admiralty Decision.

The Secretary of the Admiralty announces that in order to meet the increasing requirements of the Fleet the Board of Admiralty have decided as an exceptional measure that a limited number of Royal Naval Reserve officers between the ages of 22 and 32 shall be considered for entry as officers of the Military Branch on a Supplementary List of the Royal Navy.

Candidates will be selected from officers of the Royal Naval Reserve who have completed or are undergoing 12 months' training in the Royal Navy; they will be required to undergo a medical examination. Selected candidates will be entered as Lieutenants or Sub-Lieutenants, R.N. Sub-Lieutenants will be eligible for promotion to Lieutenant after one year's service in the Royal Navy or from the date on which they would have been eligible for promotion to Lieutenant in the Royal Naval Reserve, but they may be appointed as Acting Lieutenants at any period of their service.

In the case of officers who have not fulfilled the service required by the Board of Trade for examination for master, promotion will be subject to their passing an examination to be held by the Board of Trade.

Lieutenants on the Supplementary List will be eligible for promotion to Commander in cases of very exceptional service.

The rates of full pay will be the same as for Lieutenants and Sub-Lieutenants, R.N., and Sub-Lieutenants on the Supplementary List will receive a messing allowance of 1s. a day in addition.

Half and retired pay and gratuities will be at the rates laid down for existing officers on the Supplementary List. The rates of full, half, and retired pay mentioned above are shown in the Quarterly Navy List.

Applications for entry on the Supplementary List must be forwarded in the usual service manner through the Admiralty Commanding Coast Guard and Reserves.

An extraordinary motor accident occurred in Tientsin on the 7th inst. While Mr. E. A. Culpeck was driving in from the Race course with his wife he suddenly fainted at the wheel. The accident occurred when the car had just passed Council Lane and something wrong was noticed just before that spot was reached. Mr. Culpeck threw up his hands leaving the car completely out of control. It dashed straight at a tree, breaking it off short. The car went on but the branches caught in the gear underneath. The lamp, a yard or two further on, was missed by a fraction of an inch and then the car stopped dead. The tree which was broken off was about 9 inches in diameter and in passing over it the front part of the car was raised off the ground. Neither of the occupants received any injury, but needless to add, the car was badly damaged.—"P. and T. Times."

LOSING WEIGHT BY THE POUND

"Under Weight," a condition of ill health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

Supplies the blood with the wanted nourishing and healthy flesh building materials. Very palatable.

OF ALL CHEMISTS

Prices: \$1.25 and \$2.25.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. S. Prichard	Canton
Britonart	river gunboat	710	2	900	Lt.-Comdr. W. H. Darwall	Yangtze River
Cadmus	aloop	1070	6	1400	Comdr. H. P. E. T. Williams	Shanghai
Cherub	water tank and tug	300	—	300	Master H. Smith	Hongkong
Chic	aloop	1070	6	1400	Comdr. Colin Mackenzie, D.S.O.	Penang
Fame	torpedo boat destroyer	360	6	5700	Lt.-Comdr. R. Wilkinson	Hongkong
Flora	cruiser, 2nd class	4394	10	7000	Capt. C. F. Corbett, M.V.O.	Hongkong
Hampshire	cruiser, 1st class	10,830	10	20,400	Capt. M. R. Hill	Hongkong
Kent	cruiser, 1st class	9000	14	22,000	Capt. A. T. Hunt, C.S.I.	Wohaiwei
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. H. D. Marryat	Yangtze
Merlin	aloop	1040	—	—	Capt. F. C. C. Pao	Hongkong
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Hongkong
Monmouth	cruiser, 1st class	9800	—	22,000	Capt. B. H. F. Barttelot	Hongkong
Moorehead	river gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	12	22,000	Capt. Frederick A. Powlett	Shanghai
Nightingale	river gunboat	85	2	240	Lt.-Comdr. Malcolm Murray	Yangtze River
Otter	torpedo boat destroyer	350	6	5700	Lt.-Comdr. R. Wilkinson	Hongkong
Ribble	torpedo boat destroyer	590	—	7500	Lt.-Comdr. E. J. G. Mackinnon	Hongkong
Rosario	depot ship, submarines	930	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Comdr. Nash	West River
Royal Arthur	cruiser, 2nd class	4000	—	—	Lt.-Com. I. A. S. Hutton	Hongkong
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Leslie	Yangtze River
Snipe	river gunboat	85	2	240	Gunner W. H. Ryder	Hongkong
Taku	torpedo boat destroyer	350	6	5500	Commodore R. H. Anstruther, C.M.G.	Hongkong
Tamar	receiving ship	4650	8	—	Lt.-Comdr. Hon. G. Stopford	Upper Yangtze River
Toal	river gunboat	180	2	800	Lt.-Com. H. R. N. Cottrell-Dormer	Yangtze River
Thistle	river gunboat	710	2	900	Lt.-Comdr. Maxwell	Hongkong
Uk	torpedo boat destroyer	590	—	7500	Lt.-Com. Boddan-Whetham	Hongkong
Virago	torpedo boat destroyer	355	6	5300	Comdr. Seymour	Hongkong
Welland	torpedo boat destroyer	590	—	7500	Lt.-Comdr. R. Neville	Hongkong
Whiting	torpedo boat destroyer	380	6	5900	Lt.-Com. J. C. F. Borrett	Upper Yangtze River
Widgeon	river gunboat	195	2	800	Lt.-Com. M. Blackwood	Yangtze River
Woodcock	river gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtze River
Woodlark	river gunboat	150	2	500	Lt. Comdr. Godfrey Herbert	Hongkong
C.38	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
C.37	submarine	—	—	—	Lt.-Comdr. J. R. A. Codrington	Hongkong
C.38	submarine	—	—	—	Lt. Comdr. Handley	West River
.035	torpedo boat	—	—	—	Lt. Comdr. Stileman	Hongkong
.036	torpedo boat	—	—	—	Lt. Comdr. Nicol	Hongkong
.037	torpedo boat	—	—	—	Lt. Comdr. E. W. Seymour	West River
.038	torpedo boat	—	—	—		

* Flagship of Vice-Admiral T. H. M. Jerram, C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.


Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph I	Austro-Hungarian cruiser	4000	45	8000	Capt. H. Nauta	Shanghai
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Verges	Shanghai
Kleber	French armoured cruiser	9700	12	19,600	Capt. Gouta	Hongkong
Decade	French gunboat	445	10	1900	Lieut. Vandier	Saigon
Argus	French river gunboat	130	6	570	Lieut. Dorlet	Canton
Vigilante	French gunboat	123	7	500	Lieut. de Jerville	Canton
Pelto	French gunboat	130	—	—	Lieut. Collin	Tongku
Donard de Lagree	French gunboat	—	—	—	Lieut. Dupuy Dutaup	Tchong-Kin
* Flagship of Rear-Admiral Colloch de Kerillis, Commander-in-Chief, the French China Station.						
Lynx	French sub-marine	—	—	—	Lieut. Boleux	Saigon
Protee	French sub-marine	—	—	—	Lieut. Guillaume-Louis	Saigon
Styr	French armoured gunboat	1788	10	1700	Lieut. Anrilac	Saigon
Yvonville	French destroyer	350	7	303	Capt. de Frigate Rouisen	Hongkong
L'istole	French destroyer	130	7	300	Comdr. de Marquessar	Saigon
Mousquet	French destroyer	307	6	500	Comdr. Voisin	Saigon
Manche	French surveying-ship	1625	10	9000	Comdr. Voisin	Saigon
* Flagship of Capt. (Commodore) Boucaut, Commanding the local defence Indo-China.						
Emden	German cruiser	3600	22	13,500	Capt. v. Restorff	Swatow
Graessener	German armoured cruiser	11,800	36	26,000	Captain Brueninghaus	Tientsin
Itis	German gunboat	900	12	1300	Comdr. v. Gohren	Shanghai
Jaguar	German gunboat	900	12	1300	Comdr. Vanselow	Tientsin
Leipzig	German cruiser	3250	24	11,000	Capt. Behnke	Tientsin
Luchs	German gunboat	900	10	1250	Comdr. Bendemann	Tientsin
Nürnberg	German cruiser	3400	22	13,200	Capt. Mörsberger	Hongkong
Otter	German river gunboat	—	—	—	Capt. Lieut. Frie	Yangtze River
Scharnhorst	German flagship	11,600	36	26,000	Capt. Rüsing	Tientsin
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Berrenberg	Tientsin
Taku	German torpedo-boat	250	4	6000	Obit. v. S. Claassen	Tientsin
Tiger	German gunboat	900	10	1350	Comdr. Böcker	Tientsin
Tsingtao	German river gunboat	223	4	1300	Capt. v. Frhr. Speth v. Schulzburg	Canton
Waterland	German river gunboat	223	4	500	Obit. v. S. Prinz	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Amaeao	Portuguese cruiser	1757	—	—	Capt. Anibal de S. Dias	Macao
Patris	Portuguese gunboat	—	—	—	Capt. Martins	Macao
	Portuguese gunboat	700	—	—	Captain José de Carvalho Crato	Macao

UNITED STATES VESSELS ATTACHED TO ASIATIC STATION.

Name.	Class.	Tons.	Guns.	H.P.	Commander.	Last report at
A-2	U. S. submarine	—	—	—	Ensign J. McQ. Murray	Cavite
A-4	U. S. submarine	—	—	—	Lieut. E. D. McWhorter	Cavite
A-6	U. S. submarine	—	—	—	Ensign J. O. Van de Carr	Cavite
A-7	U. S. submarine	—	—	—	Ensign C. M. Yates	Cavite
Albany	U. S. protected cruiser	3430	10	7600	Com. M. L. Bristol	Cavite
Sainbridge	U. S. torpedo-boat destroyer	420	7	8000	Ensign H. A. Jones	Cavite
Barry	U. S. torpedo-boat destroyer	420	7	8000	Lieut. R. Hill	Cavite
Callao	U. S. gunboat	243	8	250	Ensign W. L. Heiberg	Canton
Chaunoy	U. S. torpedo-boat destroyer	420	7	8000	Lieut. F. J. Fletcher	Cavite
Cincinnati	U. S. protected cruiser	3123	11	10,000	Comdr. S. R. Robinson	Cavite
Dale	U. S. torpedo-boat destroyer	420	7	8000	Lieut. O. A. Woodruff	Cavite
Deceit	U. S. torpedo-boat destroyer	420	7	8000	Lieut. B. H. Green	Cavite
El Cano	U. S. gunboat	620	4	600	Lt. Comdr. B. Gannon	Shanghai
Halma	U. S. gunboat	1592	8	1983	Comdr. G. B. Marvell	Shanghai
Mohican	U. S. station ship	1900	6	1100	Lieut. R. V. Lowe	Cavite
Monadnock	U. S. monitor	3990	6	3000	Lt. E. P. Syars	Olongapo
Monterey	U. S. monitor	4084	4	6277	Commander J. V. Chase	Olongapo
Pampanga	U. S. gunboat	243	8	—	Lieut. B. B. Taylor	Cavite
Piscataqua	U. S. sea going tug	364	2	1600	Lieut. S. W. Wallace	Canton
Pompey	U. S. repair ship	3063	—	—	Lieut. W. O. Wallace	Cavite
Quincy	U. S. gunboat	350	2	208	Lieut. J. J. Hamilton	Shanghai
Rainbow	U. S. cruiser	4360	14	1800	Lt. Comdr. D. W. Wurtzbaugh	Swatow
Ranger	U. S. gunboat	243	8	250	Lt. G. O. Dickman	Shanghai
Saratoga	U. S. armoured cruiser	8115	14	17,401	Comdr. H. A. Wiley	Swatow
Villalobos	U. S. gunboat	370	9	208	Lieut. E. Durr	Shanghai
Wilmington	U. S. gunboat	1297	8	1894	Comdr. J. F. Hubbard	Hongkong
Worcester	U. S. tug	423	—	650	Chief Boatswain F. E. Rodaliga	Hongkong

* U.S.S. Barque Flagship of Rear-Admiral R. E. Nicholson, Commander-in-Chief, United States Asiatic Station.

Before going out drink a cup of



Van Houten's Cocoa

It fortifies the system against fatigue and strengthens the nerves.

A delicious beverage.

Cheap because a little goes a long way.

Ask your grocer for a sample.

MEE CHEUNG

ART PHOTOGRAPHER

ICE HOUSE STREET,

BRANCH OPPOSITE CITY HALL.

Fashionable Xmas and New Year Cards.

LATEST SELECT VIEWS OF HONGKONG AND CANTON.

Benger's is the most easily digested of all foods.

It is appetising and delicious, and is enjoyed and assimilated when other foods cause pain and distress.

Benger's Food

for Infants, Invalids, and the Aged, enjoys the universal recommendation of Medical men in all cases of severe or temporary illness, and during convalescence.

Put Benger's Food in all who have the care of Infants and Invalids & a large supply of Benger's Food and how to use it. BENGERS FOOD, LTD., Outer Works, Manchester, England.

Benger's Food is sold in all Drug Stores, etc., everywhere.

A Natural Remedy

Time was when disease was thought to be due to the direct influence of evil spirits, and exorcism and magic were invoked to cast it out.

Science has taught us wisdom. The "evil spirits" exist still. We call them "Disease Germs," and they also must be cast out. Once lodged in the stomach or intestines, fever with its hallucinations, or biliousness with its aches and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease germs. Its action is quick and thorough. It clears the intestines, rouses the torpid liver to new life, stimulates the mucous membrane to a healthy action, and cleanses and invigorates the whole digestive tract.

It may be safely taken at any time by young or old.

It is very effective in the early stage of Diarrhoea by removing the irritating cause.

Be prepared for emergencies by always keeping a bottle in the house.

Prepared only by
J. C. ENO, Ltd., "FRUIT SALT WORKS," LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

[illegible]

The Yowata Maru's next voyage is the Nippon Yusen Kaisha's Australasia service will be her last, 1919. "Shipping and Engineering." She will be temporarily replaced by the Inaba Maru now running to Seattle, and in November, when the Tango Maru will be placed in the service, which will then be maintained by the Nikko Maru, Kumano Maru, and Togo Maru.

THURSDAY, APRIL 17, 1913

THE CHINA MAIL.

SHIPPING

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
HOMeward PASSENGER SEASON 1913.

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
LOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO PORTON AND NEW YORK.

Steamers	Leave Hongkong	Connecting Steamers from Colombo to Marseilles and London	Due Marseilles (Circular days earlier)	Due London (Circular days later)
Stream	noon, Sat'day	Steamer	Saturday	Friday
DEANHA	April 26	MADEIRA	May 24	June 30
CHINA	May 10	MALWA	June 7	June 13
			Sunday	Saturday
DELTA	May 24	MOLTA	June 12	June 28
ARABIA	June 7	MORONA	July 6	July 12
ARABIA	June 21	MORONA	July 20	July 26
DEVANHA	July 5	MORONA	Aug. 3	Aug. 9
CHINA	July 19	MOLDAVIA	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO, and then for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd £48.8

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NOT TRANSIT) STEAMERS
WILL LEAVE FOR

LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave Hongkong	Leave Marseilles	Due London
Stream	about	about	about
MORE	April 26	June 3	June 13
NILE	May 14	June 17	June 27
PAWLAN	May 28	July 2	July 11
SUMATRA	June 11	July 14	July 25
NUBIA	June 25	July 31	August 10
SUNDA	July 9	August 14	August 24

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES, as noted.

FARES TO LONDON
1st SALOON £58.00 SINGLE £82.10 RETURN.
2nd £38.10

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. For further particulars apply to

E. A. HEWITT, Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.

Fortnightly service to and from EUROPE
Via SUEZ CANAL.

Fortnightly service to and from JAPAN,
Via SHANGHAI.

For SHANGHAI, KOBE AND YOKOHAMA

For POLYNESIA, Eschschsch, 21st Apr., about 7 A.M.

For MARSEILLES, via P... ERNEST SIMONS, Dunkirk, 22nd April, at 1 P.M.

TRANS-SHIPMENT on the Cos Steamers at Colombo for Ceylon, Bombay and Australia, at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 20 hours railway from Marseilles to London. Interpret meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA.'

REGULAR SAILINGS FROM JAPAN, CHINA AND PHILIPPINES,
Via STRAITS AND COLOMBO,
To MARSEILLES, HAVRE, BREMEN & HAMBURG, & TO NEW YORK
& FROM MANILA, HONGKONG & JAPAN TO VANCOUVER (B.O.)
& PORTLAND (O.R.)

MAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Home
For Shanghai, Kobe & Yokohama	For Marseilles & Hamburg
S.S. ALESIA.....27th April	S.S. SPEZIA.....18th April
S.S. SEGORIA.....8th May	S.S. SCANDIA.....18th April
S.S. FUERT BUELOW.....19th May	For Rotterdam, Bremen, Hamburg & Antwerp
S.S. BIRKENFELS.....24th May	S.S. SACHSEN.....19th April
S.S. SAXONIA.....24th May	For Havre, Hamburg & Antwerp
S.S. PREUSSEN.....24th June	S.S. 'SEN'EGBANIA'.....25th April
	For Havre, Bremen & Hamburg
	S.S. LIBERIA.....16th May

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Sailing Date
ELI	4,000	J. Miller	Manila, Magsaysay, Iloilo & Cebu	THURSDAY, Apr. 17, at 4 P.M.
SAFIRE	4,000	F. S. McNeary	Manila, Magsaysay, Iloilo & Cebu	SATURDAY, Apr. 20, at 4 P.M.

For Freight or Passage apply to

Shewan, Tomes & Co., General Managers.

SHIPPING

THE BANK LINE, LIMITED.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM
HONGKONG TO VICTORIA, VANCOUVER, B.O.,
SEATTLE and TACOMA

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

From HONGKONG. Connecting with 'ELLERIE' 14th May.

For Rates and further information, apply to

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

Proposed Sailing:
S.S. 'DUNDEE'.....June.

And regularly thereafter.
For Rates of Freight or Passage, apply to

THE BANK LINE, LIMITED, Managing Agents.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

TRANS-PACIFIC LINE.

Connecting at TACOMA & SEATTLE with
THE CHICAGO, MILWAUKEE & PUGET
SOUND RAILWAY

AND
THE CHICAGO, MILWAUKEE & ST. PAUL
RAILWAY.

The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the Principal Ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA via JAPAN PORTS.

Steamers	Captains	Leave
SEATTLE MARU	T. Saito	Tuesday, 2nd April at 2 P.M.
MEXICO MARU	N. Kobayashi	Wed. day, 2nd April at 2 P.M.
CHICAGO MARU	S. Nemoto	Wed. day, 17th May at 2 P.M.
CANADA MARU	K. Hori	Wed. day, 28th May at 2 P.M.
TACOMA MARU	T. Hamada	Tuesday, 18th June at 2 P.M.
PANAMA MARU	J. Kano	Wed. day, 25th June at 2 P.M.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKKAICHI & YOKOHAMA.

Calling at MOI, KOBE, YOKKAICHI & YOKOHAMA.

These Newly Built Steamers have fast speed and are fitted with the Wireless Apparatus. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

JAPAN-BOMBAY LINE.

For BOMBAY via SINGAPORE, PENANG AND COLOMBO.

Steamers	Captains	Leave
INDO MARU	K. Komiya	Wednesday, 2nd April, at 4 P.M.
LUZON MARU	H. Yamamoto	Sunday, 25th May, at 4 P.M.
SAIGON MARU	T. Yamaguchi	Friday, 25th June, at 4 P.M.

For KOBE.

LUZON MARU.....H. Yamamoto.....Saturday, 19th April, at 4 P.M.

SAIGON MARU.....T. Yamaguchi.....Wednesday, 21st May, at 4 P.M.

INDO MARU.....K. Komiya.....Sunday, 2nd June, at 4 P.M.

CHINA AND FORMOSA LINE.

For FOOSHOW via SWATOW AND AMOY.

Steamer KAIO MARU.....Y. Yamamoto.....Wednesday, 2nd April, at Noon.

For TAMSUI via SWATOW AND AMOY.

Steamer KAIO MARU.....Y. Yamamoto.....Sunday, 20th April, at Noon.

DAIWIN MARU.....M. Nagaoka.....Sunday, 27th April, at Noon.

For ANPING & TAKAO via SWATOW AND AMOY.

Steamer KAIO MARU.....Y. Yamamoto.....Wednesday, 30th April, at 8 A.M.

For CANTON.

Steamer KAIO MARU.....Y. Yamamoto.....Friday, 25th April.

These Steamers of the Coast and Formosa Line have excellent accommodation or First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from SOON YIP WHARF (near the Harbour Office, Praya Central).

For further information, apply

Z. KAMIYA, Manager.

Second Floor No. 1, Queen's Building.

DIRECT ROUTE TO AMERICA.
GREAT NORTHERN STEAMSHIP COMPANY.

S.S. 'MINNESOTA'

Capacity 28,000 Tons. Length 630 Feet. Beam 78 Feet.
21,000 Tons Gross Register. 34,500 Tons Displacement.
EQUIPPED WITH WIRELESS TELEGRAPHY.
(CAPT. T. W. GARLICK).

SAILS FROM HONGKONG ON WEDNESDAY, 28th May, at Noon.

FOR

SEATTLE via NAGASAKI, INLAND SEA, KOBE and YOKOHAMA.

LUXURIOUS PASSENGER ACCOMMODATION—Singles and state-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Direct connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.

Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For full information regarding freight or passage apply to

NIIPPON YUSEN KAISHA, PRINCE'S BUILDING.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.

Head Office for the Far East: 16, DES VEAUX ROAD CENTRAL HONGKONG.

SHANGHAI, 23, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.

TICKETS arranged to EUROPE by the principal STEAMSHIP LINES as follows:—

TOURS arranged to ALL PARTS of the World.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office: LUDGATE CIRCUS, LONDON, E.C.

SHIPPING

AUSTRIAN LLOYD.

Under N.M.B. Contract with the Austrian Government

MONTHLY FAST SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port Said.

S.S. BOHEMIA, 7800 tons, will leave as above on 13th May, at 5 P.M.

Superior accommodation for 1st and 2nd Class passengers. No extra charges for meals, no tips, no inside cabins. Doctor, stewardess, Landlady, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), 1st Class £20, 2nd £18, 3rd £16.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE).

Via Straits, Colombo, Aden, Suez, Port Said.

S.S. CHINA, 11800 tons, will leave as above on 1st May.

These Steamers, of large tonnage and fitted with comfortable one class accommodation for 1st class passengers. No extra charges for meals, no tips, no inside cabins. Doctor, stewardess, Landlady, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice) £43.

RAILWAY FARES TRIEST-LONDON.

By Simplon Express: Via Venice, Milan, Simplicia, Lucerne, Paris, Glatz, or Bologna, Class I £21.10, II £11.10.

By St. Gothard Express: Via Venice, Milan, St. Gothard, Lucerne, Glatz, or Bologna, Class I £21.10, II £11.10.

By Bernina Express: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £21.10, II £11.10.

Via Munich, Cologne, Frankfurt, Glatz, or Bologna, Class I £21.10, II £11.10.

TO SHANGHAI:

S.S. BOHEMIA, 7800 tons, will leave as above on 28th April, at 7 P.M.

FARES: Hongkong-Shanghai, 1st Cl. £2, 2nd £2, 3rd £2.

TO KOBE via SHANGHAI, YOKOHAMA.

S.S. PERSIA, 12,500 tons, will leave as above about 5th May.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea and Danube, also North and South America.

SANDER, WIELER & CO., Agents, Prince's Building.

NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR SHANGHAI, TIENTSIN, Peking, etc.

NAPLES, GENOA, ALGERS, LUTETZOW, GIBRALTAR, SOUTHAMPTON, TON, ANTWERP & HAMBURG.

SHANGHAI, TIENTSIN, Peking, etc.

KOBE & YOKOHAMA.....(17,300).....WEDNESDAY, 30th April, at 10 A.M.

MANILA, YAP, MARON, COBLENZ, SARAN, NEWGUINEA, BRISBANE, SYDNEY, and MELBOURNE.....(6,750).....SATURDAY, 19th April, at 9 A.M.

KOBE & YOKOHAMA.....(6,000).....TUESDAY, 29th April, at 10 A.M.

KUDAT and SANDAKAN.....BORNEO, Capt. F. Semblil.....End of A.M.

All the steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For further Particulars apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

THE CHINA MAIL, LTD

UNDERTAKES

ALL SORTS OF ARTISTIC JOB-PRINTING

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PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-

TUSES, WINE LISTS, ETC., ETC., ETC.

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THE CHINA MAIL OFFICE,

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European Supervision Moderate Price.

THE CHINA MAIL

COMBINED COLOURED

TYPHOON MAP & GUIDE

showing tracks and daily progress of the big Typhoons

during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL Office.

JOHN OAKLEY & SONS

WELLINGTON EMERY & BLACK LEAD MILLS LONDON

EMERY GLASS BLACK CLOTH PAPER LEAD

WELLINGTON KNIFE POLISH

JOHN OAKLEY & SONS LIMITED, Weymouth, Dorset, England

Agents: THE CHINA MAIL, LTD.

Price 40 cents.

From the CHINA MAIL Office.

NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES OF CARGO on the Steamship

KOREA.

The above mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge will be landed immediately at Consignees' risk and expense.

Cargo remaining undelivered on WEDNESDAY, 16th inst., 5 P.M. will be landed at Consignees' risk and expense.

No claims will be entertained unless accompanied by short delivery notes, list of exceptions taken at the time of delivery to consignees, and signed by the Agent of the Pacific Mail S.S. Co.

All claims must be filed on or before May 16th, 1913, otherwise they will not be recognized.

FRED J. HALL, Agent.

Hongkong, April 16, 1913.

NOTICE TO CONSIGNEES

FROM HONGKONG.

THE H. A. STEAMSHIP

Company, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and dangerous Godowns of the Hongkong & Shanghai S.S. Co. at the time of delivery.

